

Temporary Traffic Control Manual for Roadway Construction, Utility Work, and Maintenance Operations



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Temporary Traffic Control Manual

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Temporary Traffic Control Manual

For

Roadway Construction, Utility Work, and Maintenance Operations on the National Laboratory of the Rockies Campuses

Executive Summary

This manual is issued as a supplement to the Manual on Uniform Traffic Control Devices (MUTCD) and is intended for any Subcontractor, Utility Company, Service Provider, and NLR Staff that perform any work within the NLR roadways which includes streets, parking lots or structures, and pedestrian walkways. The document identifies the minimum needs for traffic control measures and devices required at work sites, establishes responsibility for traffic controls, defines the Temporary Traffic Control Plan (TTCP) review and approval process, and provides typical traffic control applications relevant to the National Laboratory of the Rockies (NLR) campuses. The primary goal of this manual is to increase awareness of the need for proper traffic control in work zones to ensure safe completion of construction and maintenance operations.

Introduction

Construction and maintenance areas have significantly higher than average accident rates and care should be taken in the design and application of traffic control devices and techniques in these areas. Traffic safety needs to be an integral part of all projects that impact the travelled ways of motorized vehicles, pedestrians, and bicycles through construction and/or maintenance activities. NLR has developed this supplemental manual to the MUTCD to aid subcontractors, utility providers, equipment servicing, refilling gas and liquid storage containers, campus events, and any other activity that may interfere with or cause a distraction to normal roadway operations.

A work zone is an area of a roadway with construction, maintenance, or utility-work activities. A work zone is marked by signs, channeling devices, barriers, pavement markings, and/or work vehicles. It extends from the first warning sign or flashing lights on a vehicle to the "End of Road Work" sign or the last traffic control device. A work zone may be for short or long durations and may include stationary or moving activities

The MUTCD defines the standards used by road managers nationwide to install and maintain traffic control devices on all public streets, highways, bikeways, and private roads open to public travel. The MUTCD is published by the Federal Highway Administration (FHWA) under 23 Code of Federal Regulations (CFR), Part 655, Subpart F.

This supplement is not intended to replace this publication, only to provide standard practices for specific conditions on the NLR Campuses. Any TTCP prepared for the NLR campuses should conform to or be of higher standards than the methods outlined in these publications.

NLR has appointed a Traffic Safety SME (Subject Matter Expert) who is responsible for interpreting codes, regulations, and standards, and approving equipment, installations, and/or procedures used at NLR, that pertain to traffic safety including all travelled ways for motor vehicles, bicycles, and pedestrians as well as parking lots/facilities.

Goals

Safety for road users including motorists, motorcyclists, bicyclists, pedestrians, and workers is the primary goal of the TTCP at NLR. To support this goal, a TTCP needs to provide for the reasonably safe and effective movements of vehicles, bicyclists, and pedestrians through a work zone while reasonably protecting the road users, workers, emergency responders, equipment, and property. Traffic control devices are markers, signs and signal devices used to inform, guide and control traffic, including pedestrians, motor vehicle drivers and bicyclists. Unusual, unrecognized, or unclear traffic control devices can have potentially negative effects on the road user's ability to navigate the work zone in a safe and efficient manner.

MUTCD Section 6A.01 General

Standard:

The needs and control of all road users (motorists, bicyclists, and pedestrians within the highway, or on private roads open to public travel, including persons with disabilities in accordance with the Americans with Disabilities Act of 1990 (ADA), Title II, Paragraph 35.130), through a TTC zone shall be an essential part of highway construction, utility work, maintenance operations, and the management of traffic incidents.

Consistency in device appearance and use throughout the NLR campuses will enhance driver understanding of the device meaning and intent and will result in a safer and more effective traffic control mechanism. With this goal in mind, all traffic control devices must meet or exceed the standards in the latest edition of the MUTCD or as provided in this manual where such is more restrictive.

Maintenance of traffic control devices is extremely important for continued effectiveness of the device and its ability to convey its meaning and intent. All traffic control devices installed by any Subcontractor, Utility Company, Service Provider, and NLR Staff shall be regularly inspected and maintained throughout the duration of the work activity to ensure that all required traffic control devices are in their proper places, are functioning as intended, and that all sign faces are clean, legible, and have proper reflectivity. Maintenance includes cleaning or replacing dirty, missing, damaged devices, or obliterated pavement markings. Any device determined to be in an unacceptable condition by the NLR Traffic Safety SME or authorized designee shall be promptly removed and replaced.

NLR recognizes that for some short duration activities within the roadway zone it may not be practical to prepare a project specific TTCP. Traffic safety requirements are provided in the General Requirements section of this manual for these activities. Additionally, for short-term stationary projects on low volume roadways NLR has developed Typical Applications for use as a TTCP. The Typical Application plans can be used for short-term stationary activities in lieu of a project specific TTCP when authorized by the NLR Traffic Safety SME or authorized designee.

Temporary Traffic Control Planning

For all activities affecting the travelled ways for vehicles, bicycles, and pedestrians at NLR, there are several important elements that must be considered and included into the Temporary Traffic Control (TTC) planning such as:

- Activity Duration
- TTC Devices
- Activity Location
- Personal Protective Equipment (PPE)
- Personnel Training

Activity Duration

Activity Duration is a critical element in determining the TTC requirements and safety procedures as it affects the types of TTC measures that are appropriate for the proposed work activity. The following work durations are used to help define the minimum TTC requirements for work performed at NLR within any travelled way.

Mobile – operations that are typically less than 30 minutes in any specific location and are routine types of activities that occur within the NLR campus. These activities do NOT require a project specific TTCP to be submitted but do require proper equipment and trained personnel. All work must be completed during daylight hours. The requirements for specific activities are provided later in this section. Typical types of activities include:

- Laboratory Protection Activities and Responses
- Snow Clearing and Plowing (NLR and Subcontractor)
- Shuttle Services (Subcontractor)
- Minor maintenance activities not requiring heavy equipment (NLR and Subcontractor)
- Landscape repairs, weed control, mowing, utility inspections (NLR and Subcontractor)
- Signage and Striping (NLR and Subcontractor)
- NLR Shipping/Receiving deliveries and pickups
- NLR Mailroom deliveries and pickups
- ESH&Q responses and hazardous waste pickups

Short Duration – operations that are typically less than 60 minutes in a specific location and are routine types of activities that occur within the NLR campus and affect a fixed location for a slightly longer period than a mobile operation. These activities typically do NOT require a project specific TTCP to be submitted but do require proper equipment and trained personnel.

All work must be completed during daylight hours. The requirements for specific activities are provided later in this section. Typical types of activities include:

- Laboratory Protection needs and responses
- NLR Shipping/Receiving deliveries and pickups
- NLR Mailroom deliveries and pickups
- NLR Property Management deliveries and pickups
- ESH&Q responses and hazardous waste pickups
- Commercial deliveries and pickups
- Maintenance work (NLR and Subcontractor)
- Construction work (Subcontractor or Utility Provider)

Short-term Stationary – operations that are typically longer than one (1) hour in a specific location but are completed within the same day. These are typically maintenance and construction activities that occur within the NLR campuses as well as campus events. These activities do require a project specific TTCP to be submitted to and approved by the NLR Traffic Safety SME prior to commencing any work within the travelled way. The project specific TTCP requirement may be met through use of an NLR approved Typical Application plan where applicable to the project condition and approved the Traffic Safety SME or authorized designee. All work must be completed during daylight hours. Typical types of activities include:

- Maintenance work (NLR and Subcontractor)
- Construction work (Subcontractor and Utility Provider)
- NLR campus events (NLR staff, visitors, and vendors)

Intermediate-term Stationary – operations that are typically longer than one (1) day in a specific location but are completed within three (3) days. These are typically maintenance and construction activities that occur within the NLR campus. These activities do require a project specific TTCP to be submitted to and approved by the NLR Traffic Safety SME prior to commencing any work within the travelled way. Considerations for leaving TTC measures in place during nighttime conditions must be included in the TTC, however, nighttime work (during hours of darkness between sunset and sunrise) is prohibited unless specifically authorized by the NLR Traffic Safety SME or authorized designee. Typical types of activities include:

- Maintenance work (NLR and Subcontractor)
- Construction work (Subcontractor and Utility Provider)

Long-term Stationary – operations that are typically longer than three (3) days in a specific location. These are typically maintenance and construction activities that occur within the NLR campus. These activities do require a project specific TTCP to be submitted to and approved by the NLR Traffic Safety SME prior to commencing any work within the travelled way. Considerations for leaving TTC measures in place during nighttime conditions must be included in the TTC, however, nighttime work (during hours of darkness between sunset and sunrise) is

prohibited unless specifically authorized by the NLR Traffic Safety SME or authorized designee. In addition, the use of more durable and longer term TTC devices and signage is required. Typical types of activities include:

- Maintenance work (NLR and Subcontractor)
- Construction work (Subcontractor and Utility Provider)

TTC Devices

All TTC devices used at NLR must comply with all minimum requirements of the 2009 Edition of the MUTCD and NCHRP 350 criteria. NLR may require enhanced TTC devices where determined appropriate by the Traffic Safety SME or authorized designee. The following are minimum requirements for common types of TTC devices:

1. Cones
 - a. Cones used for Mobile, Short Duration, and Short-term Stationary activities must be orange and a minimum of 18 inches high. A 4-inch retro-reflective band is encouraged but not required.
 - b. Cones used for Intermediate-term Stationary and Long-term Stationary activities must be orange and a minimum of 28 inches high and contain one 4-inch and one 6-inch retro-reflective band.
2. Flagger Stop/Slow Paddle must be a minimum of 24-inch x 24 inch with a 72-inch-high handle and must have a reflective finish with engineer grade material.
3. Safety Vests – A minimum ANSI class 2 safety vest is required for all work within the NLR roadways. Attendees at campus events in designated event zones are exempt from this requirement.
4. Sidewalk Barricade/Detour – all sidewalk barricades used to channelize pedestrians must be detectable to users of long canes and visible to persons having low vision. A continuous detectable bottom edge is required on all barricades at location where pedestrian traffic is re-routed.
5. Advance Warning Sign – for all Short-term Stationary, Intermediate-term Stationary, and Long-term Stationary activities, an advance warning sign must be installed 100' ahead of the beginning of the work zone in both directions or as approved by the NLR Traffic Safety SME or authorized designee. The sign must be a W20-1 sign 36" x 36" and labelled "ROAD WORK AHEAD".

Activity Location

Activity location is an important consideration on the NLR campuses due to a variety of roadway traffic volumes on the NLR campuses. Main roadways with higher traffic volumes will have more stringent requirements for TTC measures than lower volume roadways. All roadways on the NLR South Table Mountain (STM) campus have speed limits of 20 MPH or less and are considered low speed roadways. The roadways on the Flatirons campus have a speed limit of 15 or 35 MPH. All roadways on the NLR campus that are considered HIGH Volume

roadways will require a TTCP for any work activity except as specifically allowed hereunder for permissible Mobile and Short Duration Operations.

Appendix B depicts the STM campus roadways which are LOW and HIGH volume as determined by the NLR Traffic Safety SME.

All roadways on the Flatirons campus are considered low volume roadways, however, any work performed between the Security entrance and Highway 128 will require a TTCP except for permissible Mobile Operations.

Personal Protective Equipment (PPE)

All workers engaged in any Mobile, Short Duration, Short-term Stationary, Intermediate Stationary, or Long-term stationary activities described in this manual must wear all Personal Protective Equipment required in the SWP Safe Work Permit and Activity Hazard Analysis or Temporary Traffic Control Plan. At a minimum, all personnel engaging in activities requiring any form of Temporary Traffic Control must wear an ANSI class 2 safety vest except for participants in approved NLR campus events.

Personnel Training

All workers engaged in any Mobile, Short Duration, Short-term Stationary, Intermediate Stationary, or Long-term stationary activities described in this manual must be able to demonstrate that they have received appropriate training for the performance of their duties within an activity zone impacting NLR travelled ways. Flagging personnel must be trained, have proper equipment, and be dressed appropriately. All flaggers must possess a Flagger's Certification Card in accordance with the qualifications and requirements as defined in the Colorado Revised Statutes (C.R.S.) and the MUTCD. Per C.R.S. 43-5-308, all Flaggers must be certified through a CDOT approved Flagger Training Entity. Flagger certification training and testing is provided by CDOT approved Flagger Training Entities and CDOT approved flagger instructors. Most of the training entities are local government agencies and private companies who employ Flaggers. There are also private companies and national safety institutions/associations that provide training and testing, but do not employ Flaggers.

General Requirements

All work in travelled ways at NLR that impact any motorist, bicyclist, or pedestrian will require that a TTCP be prepared, reviewed, and approved by the NLR Traffic Safety SME or authorized designee unless specifically exempted below. All plans shall meet the minimum requirements of the 2009 edition of the MUTCD and the requirements listed below.

1. **Laboratory Protection Activities and Responses** shall be considered a Mobile or Short Duration Operation which does not require a project specific TTCP. However, these operations are required to comply with the following minimum safety procedures and equipment:
 - a. For emergency responses, personnel should engage emergency lights at scene and deploy appropriate traffic safety measures such as cones, flares, etc. in

accordance with their training. In addition, Emergency Responders should notify the NLR Traffic Safety SME or authorized designees to assist with additional traffic control measures as needed.

- b. For non-emergency activities and responses requiring a vehicle to be parked in the roadway for less than thirty (30) minutes, emergency response and security personnel shall engage the vehicle emergency flashers.
 - c. For non-emergency activities and responses requiring a vehicle to be parked in the roadway for longer than thirty (30) minutes, additional safety measures as follows are required:
 - i. The user shall engage the vehicle emergency flashers, emergency lights, and set a minimum of three orange cones in the roadway. One cone adjacent to the front and rear ends of the vehicle adjacent to the roadway and one cone in the middle of the blocked traffic lane approximately 20 feet behind the vehicle. Cones to be as described in this manual.
 - ii. NLR Traffic Safety SME or authorized designee shall be notified to assist in determining if additional safety measures may be appropriate based on the situation
2. **ESH&Q Activities and Responses** shall be considered a Mobile or Short Duration Operation which does not require a project specific TTCP. However, these operations are required to comply with the following minimum safety procedures and equipment:
- a. For emergency responses, personnel should notify NLR Laboratory Protection to assist with securing the work zone and following the emergency response procedures listed above.
 - b. For non-emergency activities and responses requiring a vehicle to be parked in the roadway for less than thirty (30) minutes, ESH&Q personnel shall engage the vehicle emergency flashers.
 - c. For non-emergency activities and responses requiring a vehicle to be parked in the roadway for longer than thirty (30) minutes, additional safety measures as follows are required:
 - iii. The ESH&Q personnel shall engage the vehicle emergency flashers and set a minimum of three orange cones in the roadway. One cone adjacent to the front and rear ends of the vehicle adjacent to the roadway and one cone in the middle of the blocked traffic lane approximately 20 feet behind the vehicle. Cones to be as described in this manual.
 - iv. NLR Traffic Safety SME or authorized designee shall be notified to assist in determining if additional safety measures may be appropriate based on the situation
3. **Snow clearing and plowing operations** on any campus travelled way shall be considered a Mobile Operation which does not require a project specific TTCP. However, these operations are required to comply with the following minimum safety procedures and equipment:

- a. Pickup Truck and UTV mounted Snowplow Units must be equipped with the following safety equipment at a minimum:
 - i. Enclosed cab
 - ii. 3-point belt restraint preferred; lap belt required at a minimum
 - iii. Lighting package including head lights, taillights, and brake lights
 - iv. Side and rear-view mirrors
 - v. Horn
 - vi. Reverse lights and back up alarm
 - vii. Roof mounted yellow beacon light
 - viii. Exceptions to above must be approved by Traffic Safety SME or authorized designee
 - b. Heavy Equipment (Skid Steer, Forklift, Telehandler, etc.) must be equipped with the following safety equipment at a minimum:
 - i. Operator restraint
 - ii. Roof mounted yellow beacon light
 - iii. Horn
 - iv. Backup alarm
 - v. Rear mounted Slow Moving Vehicle triangle sign
 - vi. Must have adequate 360-degree vision for operator to see all directions or must be accompanied by a spotter
 - vii. Exceptions to above must be approved by Traffic Safety SME or authorized designee
4. **NLR Shipping/Receiving, Mailroom, and Property Management Activities** shall be considered a Mobile or Short Duration Operation which does not require a project specific TTCP. This includes commercial delivery and transport vehicles authorized by NLR Shipping/Receiving to deliver directly to a facility or to refill gases and liquids in approved storage containers. However, these operations are required to comply with the following minimum safety procedures and equipment:
- a. LOW Volume Roadways
 - i. For activities requiring an authorized vehicle to be parked in the roadway for less than thirty (30) minutes, users shall engage the vehicle emergency flashers
 - ii. For activities requiring an authorized vehicle to be parked in the roadway for longer than thirty (30) minutes, additional safety measures as follows are required:
 - 1. Personnel shall engage the vehicle emergency flashers and set a minimum of three orange cones in the roadway. One cone adjacent to the front and rear ends of the vehicle adjacent to the roadway and one cone in the middle of the blocked traffic lane approximately 20 feet behind the vehicle. Cones to be as described in this manual.
 - b. HIGH Volume Roadways

- i. Follow procedures listed for **Short Duration Activities (less than 1 hour)** on a **HIGH-VOLUME ROADWAY** below.
- 5. **Minor maintenance operations** such as mowing, weed control, minor landscaping, erosion control operations, minor cleanup, etc. where the work is predominantly outside of campus travelled ways but where the maintenance vehicle needs to travel within or cross the travelled roadways for short periods of time shall be considered a Mobile Operation which does not require a project specific TTCP. All work must be performed during daylight hours unless approved by Traffic Safety SME or authorized designee. However, these operations are required to comply with the following minimum safety procedures and equipment:
 - a. Pickup Truck and UTV Units must be equipped with the following safety equipment at a minimum:
 - i. Enclosed cab or Roll Over Protection Structure (ROPS)
 - ii. 3-point belt restraint preferred; lap belt required at a minimum
 - iii. Lighting package including head lights, taillights, and brake lights
 - iv. Side and rear-view mirrors preferred; rear-view mirror required at a minimum
 - v. Horn
 - vi. Reverse lights or back up alarm
 - vii. Roof mounted yellow beacon light
 - viii. Exceptions to above must be approved by Traffic Safety SME or authorized designee
 - b. ATV Units must be equipped with the following safety equipment at a minimum:
 - i. Standard safety equipment supplied with vehicle must be in operable condition
 - ii. Rear mounted Slow Moving Vehicle triangle sign
 - iii. Exceptions to above must be approved by Traffic Safety SME or authorized designee
 - c. Mowers and other Specialty Lightweight Equipment
 - i. Standard safety equipment supplied with vehicle must be in operable condition
 - ii. Rear mounted Slow Moving Vehicle triangle sign
 - iii. Exceptions to above must be approved by Traffic Safety SME or authorized designee
 - d. Heavy Equipment (Skid Steer, Forklift, Telehandler, etc.) must be equipped with the following safety equipment at a minimum:
 - i. Operator restraint
 - ii. Roof mounted yellow beacon light
 - iii. Horn
 - iv. Backup alarm
 - v. Rear mounted Slow Moving Vehicle triangle sign
 - vi. Must have adequate 360-degree vision for operator to see all directions or must be accompanied by a spotter

- vii. Exceptions to above must be approved by Traffic Safety SME or authorized designee
6. **Shuttle Services** shall be considered a Mobile Operation which does not require a project specific TTCP. However, these operations are required to comply with the following minimum safety procedures and equipment:
- a. Shuttles stopping in the roadway as part of routine pickup and drop-off activities at a designated shuttle stop, are not required to engage the vehicle emergency flashers but should pull the vehicle as far to the right edge of the traffic as practical.
 - b. Shuttles stopping in the roadway and performing any activity that requires the driver to leave the vehicle in a non-designated parking spot or when using the wheelchair lift , must engage the vehicle emergency flashers and pull the vehicle as far to the right edge of the traffic as practical.
 - c. On HIGH volume roadways, shuttles are not allowed to park/wait and are only allowed to stop for a pickup/drop-off at designated shuttle locations. The only exception is that shuttles are allowed to park/wait up to thirty (30) minutes at the vehicle turnaround in front of the RSF main entrance.
7. **Roadway and parking lot striping and signage** is considered a mobile operation but does require a project specific TTCP to be reviewed and approved by the NLR Traffic Safety SME or authorized designee prior to commencing work activities. All contractors performing signage and striping work are encouraged to perform the work outside of normal NLR working hours. Trained flaggers may be required.
8. **All work within the STM Parking Garage** does require a project specific TTCP to be reviewed and approved by the NLR Traffic Safety SME or authorized designee prior to commencing any work or TTC setup operations. Trained flaggers may be required.
9. **Campus events** involving large gatherings of people or activities that may impact motorized or pedestrian traffic and parking facilities do require a project specific TTCP to be reviewed and approved by the NLR Traffic Safety SME or authorized designee.
- a. Attendees of campus events are not required to wear PPE unless performing activities that create a potential safety concern such as directing traffic.
10. **Short Duration Activities (less than 1 hour) on a LOW VOLUME ROADWAY** do not require a project specific TTCP to be reviewed and approved but are required to comply with the following:
- a. All vehicles parked in the roadway for up to one (1) hour, the user shall engage the vehicle emergency flashers and set a minimum of three orange cones in the roadway. One cone adjacent to the front and rear ends of the vehicle (including trailer) adjacent to the roadway and one cone in the middle of the blocked traffic lane approximately 20 feet behind the vehicle. Cones to be as described in this manual.
 - b. All persons working in the roadway must wear appropriate PPE including an ANSI class 2 safety vest.

- c. Types of activities considered short duration include:
 - v. Commercial deliveries and pickups
 - vi. Minor maintenance activities by NLR staff, Subcontractors, and Utility Providers
 - vii. Minor construction activities by NLR staff, Subcontractors, and Utility Providers

11. Short Duration Activities (less than 1 hour) on a HIGH-VOLUME ROADWAY do not require a project specific TTCP to be reviewed and approved, but are required to comply with the following:

- a. All vehicles parked in the roadway for up to one (1) hour, the user shall engage the vehicle emergency flashers.
- b. A minimum of eight orange cones shall be set in the roadway. One cone adjacent to the front, middle, and rear ends of the vehicle (including trailer) adjacent to the roadway and five additional cones uniformly spaced in a straight-line taper from the rear end of the vehicle to the adjacent concrete curb or edge of roadway over a length of 50'. Cones to be as described in this manual.
- c. A "ROAD WORK AHEAD" advance warning sign shall be placed 100' in advance of the first cone in both directions or at a lesser distance when approved by the NLR Traffic Safety SME or authorized designee. Signs to be as described in this manual.
- d. Two properly trained flaggers with appropriate flagging equipment are required.
- e. All persons working in the roadway must wear appropriate PPE including a class 2 safety vest.
- f. Types of activities considered short duration include:
 - viii. Minor maintenance activities by NLR staff, Subcontractors, and Utility Providers
 - ix. Minor construction activities by NLR staff, Subcontractors, and Utility Providers
- d. Exceptions to above must be approved by Traffic Safety SME or authorized designee.

12. Short-term Stationary Activities (longer than 1 hour and less than 1 day) on a LOW VOLUME ROADWAY do require a project specific TTCP to be submitted to and approved by the NLR Traffic Safety SME or authorized designee prior to commencing any work within the travelled way. The project specific TTCP requirement may be met through use of an NLR approved Typical Application plan where applicable to the project condition and approved the Traffic Safety SME or authorized designee. All work must be completed during daylight hours. In addition:

- a. All vehicles parked in the roadway shall engage the vehicle emergency flashers or a roof mounted yellow beacon light.
- b. All persons working in the roadway must wear appropriate PPE including a class 2 safety vest.

- c. Types of activities considered short-term stationary on LOW volume roadways includes:
 - i. Short-term maintenance activities by NLR staff, Subcontractors, and Utility Providers
 - ii. Short-term construction activities by NLR staff, Subcontractors, and Utility Providers
- 13. **Short-term Stationary Activities (longer than 1 hour and less than 1 day) on a HIGH VOLUME ROADWAY** do require a project specific TTCP to be reviewed and approved by the NLR Traffic Safety SME or authorized designee prior to commencing any work or TTC setup operations. Flaggers may be required.
- 14. **Intermediate-term Stationary Activities (longer than 1 day and less than 3 days) on ANY ROADWAY** do require a project specific TTCP to be reviewed and approved by the NLR Traffic Safety SME or authorized designee prior to commencing any work or TTC setup operations. Flaggers may be required.
- 15. **Long-term Stationary Activities (longer than 3 days) on ANY ROADWAY** do require a project specific TTCP to be reviewed and approved by the NLR Traffic Safety SME or authorized designee prior to commencing any work or TTC setup operations. Flaggers may be required.
- 16. All TTCP's must be submitted to NLR Traffic Safety SME or authorized designee a minimum of three (3) working days prior to commencing installation of TTC devices and signage except as noted below:
 - a. Any activity that requires a full closure of a roadway or sidewalk will require a TTCP to be reviewed and approved by the Traffic Safety SME or authorized designee. Such TTCP involving a full closure of any street or sidewalk shall be submitted a minimum of five (5) working days prior to commencing installation of TTC devices to allow NLR adequate time to issue site wide notifications and to evaluate alternate access routes.
- 17. A copy of the approved TTCP must be available at the activity site for inspection by Traffic Safety SME or authorized designees. Any changes must be authorized by the Traffic Safety SME or authorized designee.
- 18. In the event of an emergency, notify all emergency responders first, then notify the Traffic Safety SME or authorized designee.
- 19. All temporary traffic control devices shall be immediately removed when the work is completed, and the devices are no longer needed.
- 20. Subcontractors and Utility Providers shall cooperate with NLR to ensure that shuttles and delivery vehicle services are not interrupted during NLR normal working hours unless a full road closure is authorized as part of an approved TTCP.

21. The Traffic Safety SME and authorized designees may increase the listed safety requirements for work on any roadway where site conditions warrant a higher level of safety consideration up to and including preparation of a TTCP.

22. Parking

- a. Parking is not allowed on the STM campus except in designated parking spots. Roadways, open space, emergency access lanes, etc. are not to be used for parking unless specifically authorized as part of an approved TTCP by the Traffic Safety SME or authorized designee.
- b. Subcontractor parking is only allowed in spaces near the facilities marked as “Construction Contractor Parking” or “Service Contractor Parking”. These spots are intended for one primary work vehicle from a Subcontractor that has the tools and equipment needed by the Subcontractor’s forces. All other vehicles must be parked in the STM parking garage, the south surface parking lot, or other location approved by Traffic Safety SME or authorized designee.
- c. Facility dock use
 - i. Subcontractors and NLR staff may only park in the dock area on an “as needed” basis for unloading/loading equipment into a facility and the vehicle must be immediately moved after the loading/unloading operation is completed. A 60-minute maximum timeframe is allowed unless otherwise approved by the Traffic Safety SME or authorized designee.
 - ii. NLR Shipping/Receiving, Mailroom, and Property Management vehicles and staff may utilize the dock areas on an “as needed” basis for loading/unloading and other approved activities. There is no time limit for use of the dock area by shipping/receiving, mailroom, or property management staff, however, vehicles should be moved immediately upon completion of approved activities.
 - 1. Exceptions include vehicles designated to shipping and receiving which utilize loading docks as their parking spot.
 - iii. Commercial delivery and transport vehicles authorized by NLR Shipping/Receiving staff may utilize the dock areas on an “as needed” basis for loading/unloading, refilling gas/liquid storage containers, and other approved activities. There is no time limit for use of the dock area by commercial delivery and transport vehicles when performing activities authorized by shipping/receiving staff, however, vehicles should be moved immediately upon completion of approved activities.
 - iv. Other uses may be allowed upon approval by NLR Traffic Safety SME or authorized designee.

Appendix A

NLR Traffic Safety Points of Contact

NLR Traffic Safety SME (Subject Matter Expert)

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Research Support Facility, A-249 2
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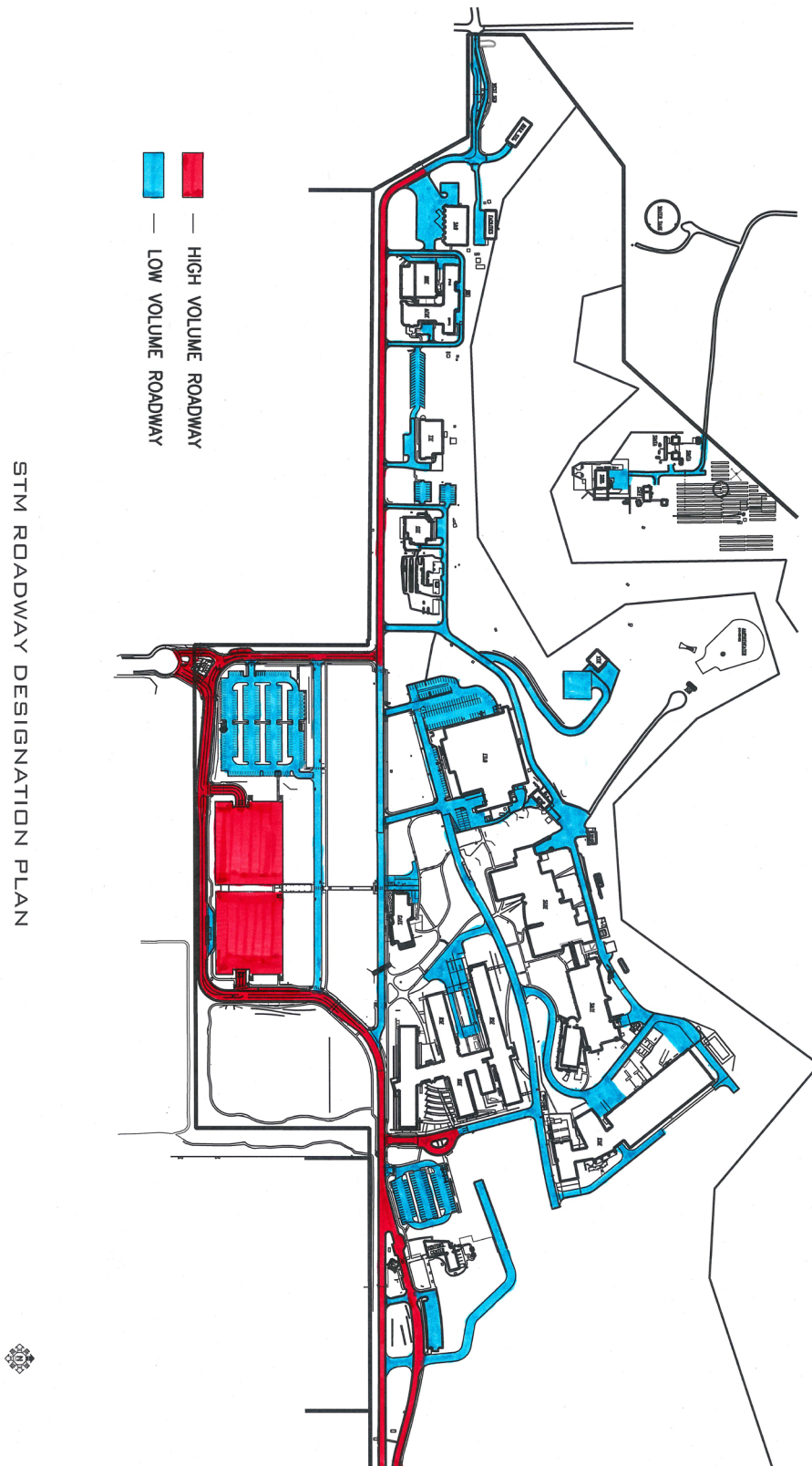
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Appendix B

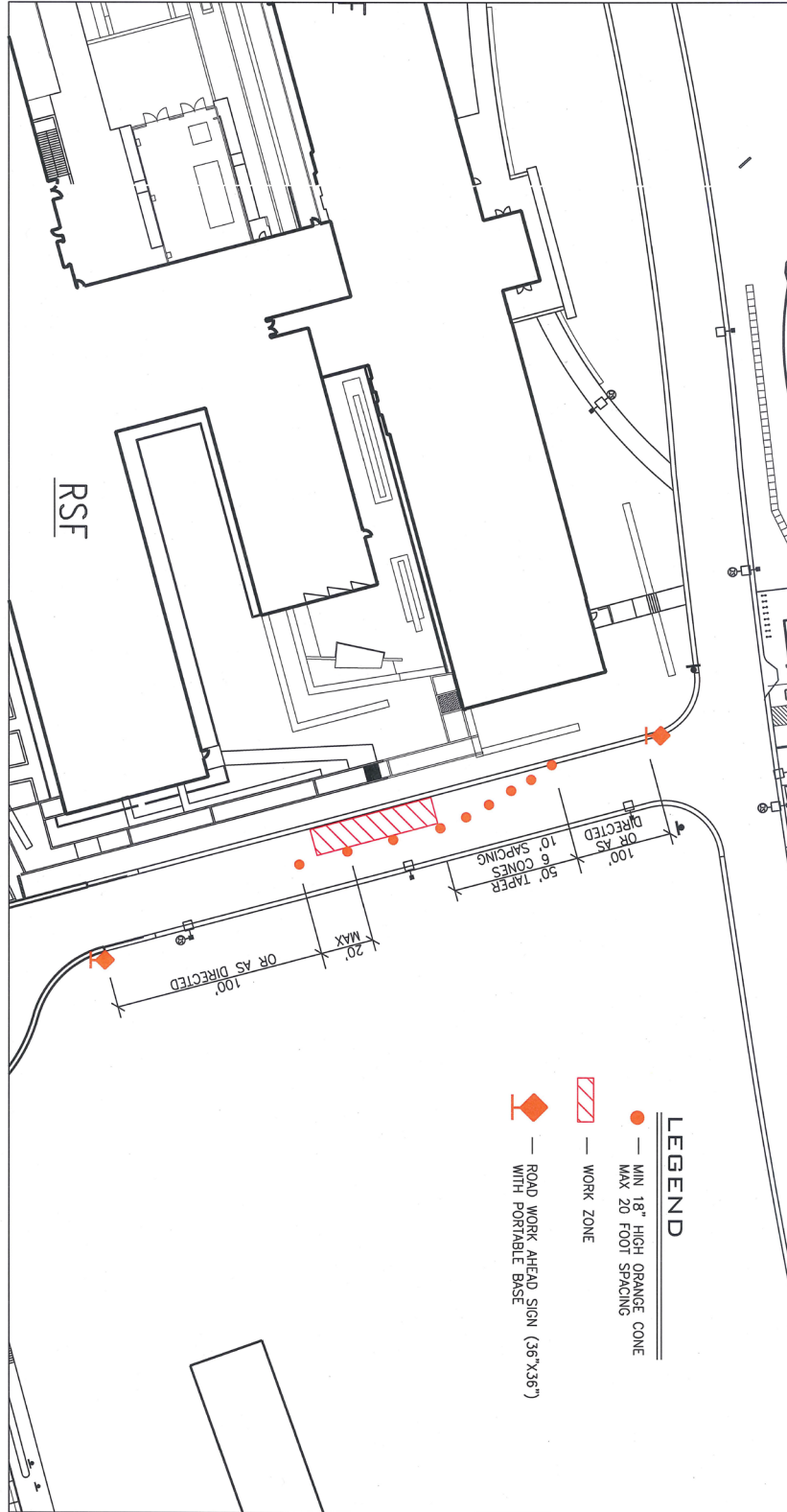


Appendix C

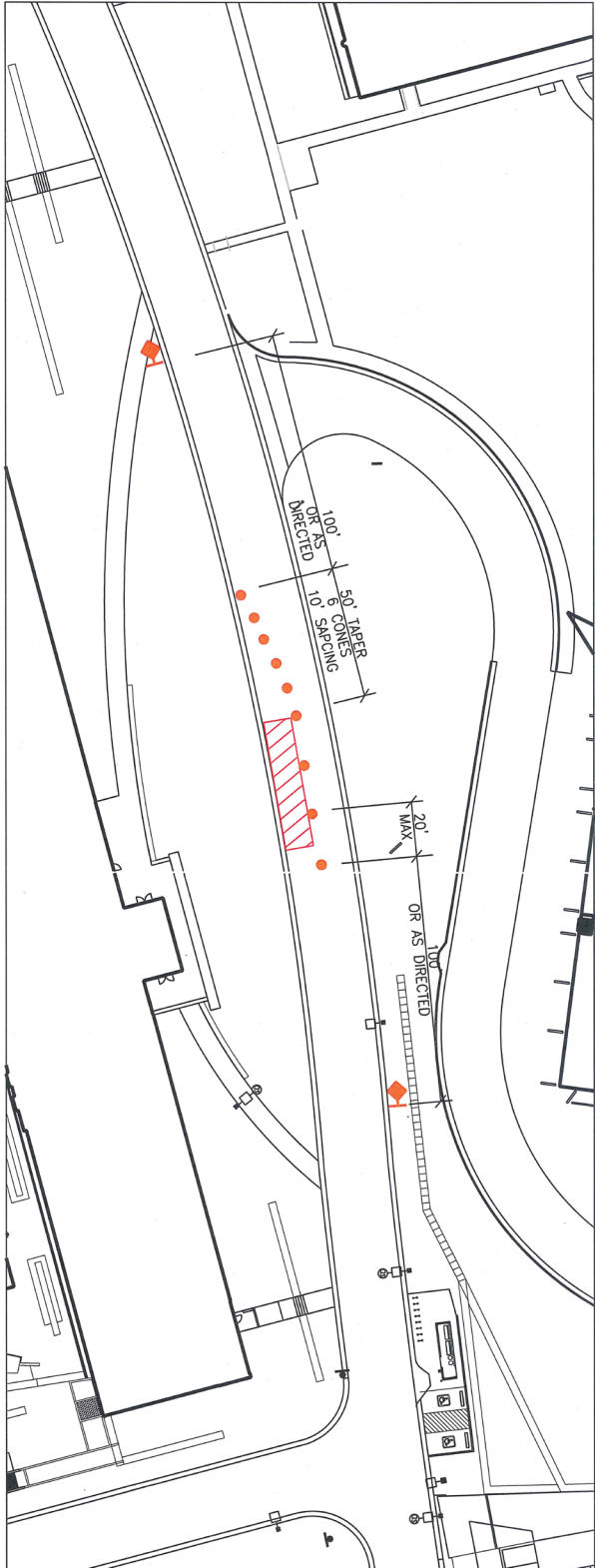
- NOTES:
1. WORK ACTIVITY DURING DAYLIGHT HOURS ONLY AND TTC
 2. DEVICES TO BE REMOVED FROM ROADWAY DAILY
 3. WORK ZONE MAY NOT EXCEED HALF WIDTH OF ROADWAY
 4. CONES TO BE PLACED TO STEPPED PARALLEL WORK ZONE
 5. TAPER TO CONTAIN SIX CONES EVENTUALLY SPACED OVER 50 FEET AT 10' ON CENTER
 6. CONES MUST BE ORANGE AND MIN 18" HIGH
 7. REFLECTIVE BAND OR PROTRUDING BAND IS TO BE ADJUSTED IN COORDINATION WITH TRAFFIC SAFETY AHU FOR ACTUAL WORK ZONE SIZE AND LOCATION
 8. FLAGGERS MAY BE REQUIRED BY TRAFFIC SAFETY AHU WHEN DEEMED NECESSARY BASED ON CONDITIONS

STM CAMPUS EAST LOOP ROAD LOW VOLUME ROADWAY TYPICAL APPLICATION #1

APPROVED: *[Signature]*
DATE: 3/27/2015



Appendix D



STM CAMPUS NORTH LOOP ROAD LOW VOLUME ROADWAY TYPICAL APPLICATION #2

NOTES: 1. WORK ACTIVITY DURING DAYLIGHT HOURS ONLY AND TTC

2. DEVICES TO BE REMOVED FROM ROADWAY DAILY

3. WORK ZONE MAY NOT EXCEED HALF WIDTH OF ROADWAY

4. CONES SPACED 20 FEET MAX PARALLEL TO WORK ZONE

5. TAPER TO CONTAIN SIX CONES EVENLY SPACED OVER 50

FEET AT 10' ON CENTER

6. CONES MUST BE ORANGE AND MIN 18" HIGH

7. (REFLECTIVE BAND OPTIONAL)

8. THIS IS A TYPICAL APPLICATION PLAN AND IS TO BE

ADJUSTED IN COORDINATION WITH TRAFFIC SAFETY AHJ

9. FOR ACTUAL WORK ZONE SIZE AND LOCATION

10. FLAGGERS MAY BE REQUIRED BY TRAFFIC SAFETY AHJ

11. WHEN DEEMED NECESSARY BASED ON CONDITIONS

LEGEND

— MIN 18" HIGH ORANGE CONE
MAX 20 FOOT SPACING

— WORK ZONE

— ROAD WORK AHEAD SIGN (36"x36")
WITH PORTABLE BASE

SCALE: 1" = 40'

40' 0' 40' 80'

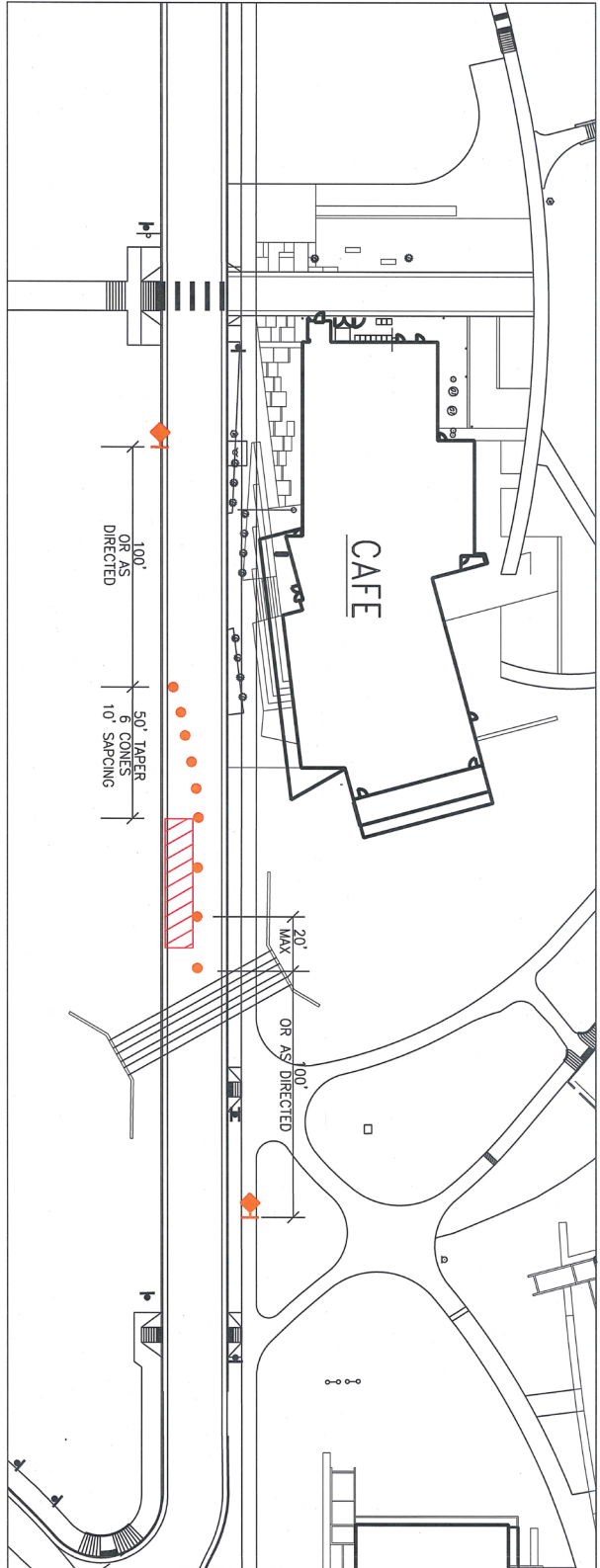


APPROVED:

DATE:

[Signature]
3/27/2015

Appendix E



STM CAMPUS DENVER WEST PARKWAY LOW VOLUME ROAD SECTION #3 TYPICAL APPLICATION #3

- NOTES:
1. WORK ACTIVITY DURING DAYLIGHT HOURS ONLY AND TTC DEVICES TO BE REMOVED FROM ROADWAY DAILY
 2. WORK ZONE MAY NOT EXCEED HALF WIDTH OF ROADWAY
 3. CONES SPACED 20 FEET MAX PARALLEL TO WORK ZONE
 4. TAPER TO CONTAIN SIX CONES EVENLY SPACED OVER 50 FEET AT 10' ON CENTER
 5. CONES MUST BE ORANGE AND MIN 18" HIGH
 6. (REFLECTIVE BAND OPTIONAL)
 7. THIS IS A TYPICAL APPLICATION PLAN AND IS TO BE ADJUSTED IN COORDINATION WITH TRAFFIC SAFETY AHJ FOR ACTUAL WORK ZONE SIZE AND LOCATION
 8. FLAGGERS MAY BE REQUIRED BY TRAFFIC SAFETY AHJ WHEN DEEMED NECESSARY BASED ON CONDITIONS

- LEGEND**
- MIN 18" HIGH ORANGE CONE
MAX 20 FOOT SPACING
 - ▨ WORK ZONE
 - ◆ ROAD WORK AHEAD SIGN (36"x36")
WITH PORTABLE BASE

SCALE: 1" = 40'

40' 0' 40' 80'

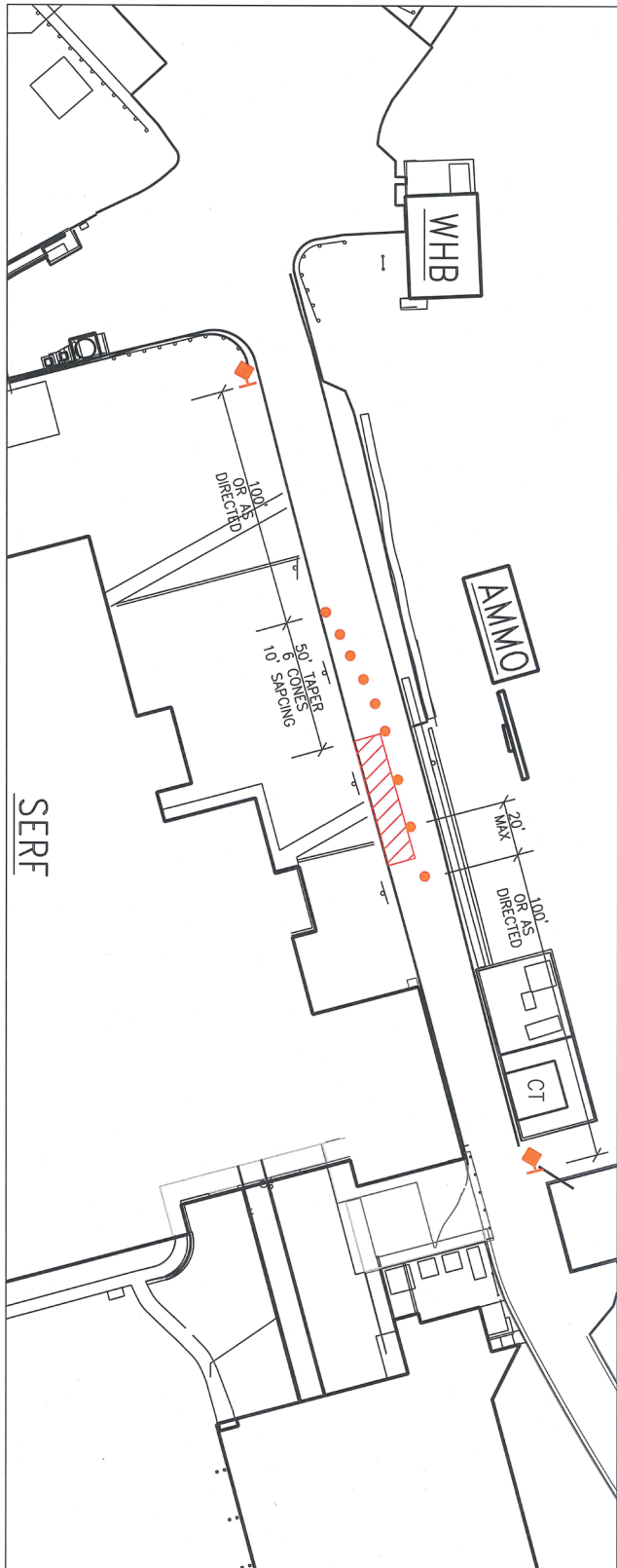


APPROVED:

DATE:

3/27/2015

Appendix F



- NOTES:
1. WORK ACTIVITY DURING DAYLIGHT HOURS ONLY AND TTC DEVICES TO BE REMOVED FROM ROADWAY DAILY
 2. WORK ZONE MAY NOT EXCEED HALF WIDTH OF ROADWAY
 3. CONES SPACED 20 FEET MAX PARALLEL TO WORK ZONE
 4. TAPER TO CONTAIN SIX CONES EVENLY SPACED OVER 50 FEET AT 10' ON CENTER
 5. CONES MUST BE ORANGE AND MIN 18" HIGH
 6. (REFLECTIVE BAND OPTIONAL)
 7. THIS IS A TYPICAL APPLICATION PLAN AND IS TO BE ADJUSTED IN COORDINATION WITH TRAFFIC SAFETY AHJ FOR ACTUAL WORK ZONE, SIZE AND LOCATION
 8. FLAGGERS MAY BE REQUIRED BY TRAFFIC SAFETY AHJ WHEN DEEMED NECESSARY BASED ON CONDITIONS

STM CAMPUS SERVICE ACCESS ROADWAY LOW VOLUME ROAD SECTION TYPICAL APPLICATION #4

- LEGEND**
- — MIN 18" HIGH ORANGE CONE
MAX 20 FOOT SPACING
 - ▨ — WORK ZONE
 - ◆ — ROAD WORK AHEAD SIGN (36"X36")
WITH PORTABLE BASE

SCALE: 1" = 40'

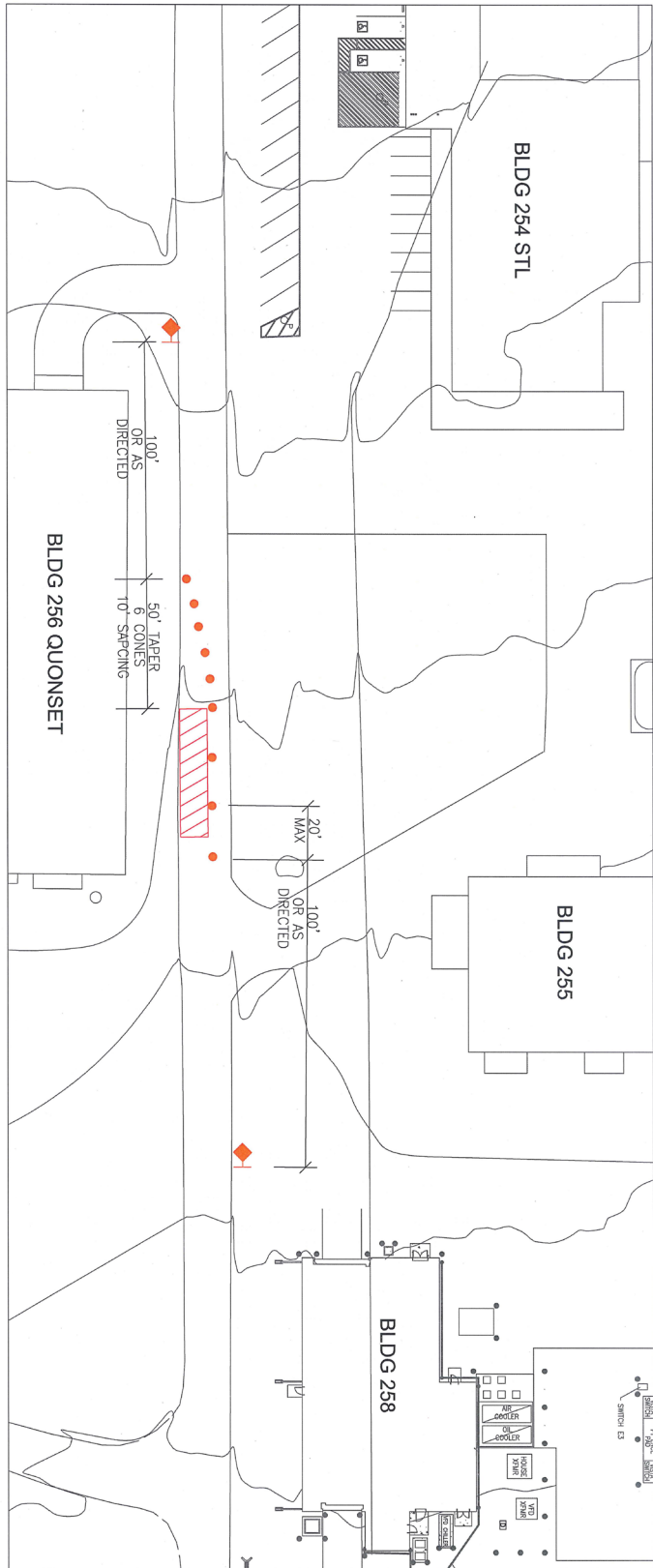
40' 0' 40' 80'



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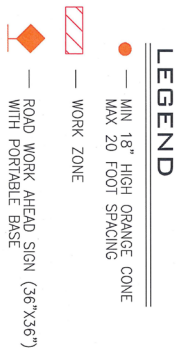
DATE: 3/27/2015

Appendix G



NWTG CAMPUS ALL INTERNAL ROADWAYS LOW VOLUME ROAD SECTION TYPICAL APPLICATION #5

- NOTES:
1. WORK ACTIVITY DURING DAYLIGHT HOURS ONLY AND TTC DEVICES TO BE REMOVED FROM ROADWAY DAILY
 2. WORK ZONE MAY NOT EXCEED HALF WIDTH OF ROADWAY
 3. CONES SPACED 20 FEET MAX PARALLEL TO WORK ZONE
 4. TAPER TO CONTAIN SIX CONES EVENLY SPACED OVER 50 FEET AT 10' ON CENTER
 5. CONES MUST BE ORANGE AND MIN 18" HIGH
 6. (REFLECTIVE BAND OPTIONAL)
 7. THIS IS A TYPICAL APPLICATION PLAN AND IS TO BE ADJUSTED IN COORDINATION WITH TRAFFIC SAFETY AHJ FOR ACTUAL WORK ZONE SIZE AND LOCATION
 8. FLAGGERS MAY BE REQUIRED BY TRAFFIC SAFETY AHJ WHEN DEEMED NECESSARY BASED ON CONDITIONS



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